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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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1. Effective 1 January 1951, West-Berlin firms were barred, by law, from work in the Soviet Zone of Germany.
2. Shipyards and other plants in the Soviet Zone of Germany were instructed that beginning 1 January 1951, the ship acceptance business of the Germanischer Lloyd (German Ship-Survey and Classification Company) was delegated to the Deutsche Schiffsrevisions- und Klassifikationsgesellschaft (DSKG), a public corporation in Miersdorf near Zeuthen.
3. According to the Ministerialblatt (Ministerial Gazette) No. 8 of 15 May 1950, the DSKG was established on 1 April 1950. Head manager of the company is one Daehn (fnu). Because personnel was lacking the DSKG could not start work in the shipyards and plants until late 1950. A member of the DSKG said, at the end of January 1951, that the company was still lacking about 30 persons. In late January 1951, the staff numbered 22 persons. Applicants were given a three-month training course. During training, they receive 550 eastmarks a month, and, after a probational period of three months as inspectors in a shipyard, they are paid 850 eastmarks. Acceptance inspections in the shipyards and plants are based on directives issued by the Germanischer Lloyd. The shipyards and plants had procured these directives from the Germanischer Lloyd prior to the change in control.
4. The shipyards were dissatisfied with these new inspectors who were said to be complete failures in practice. The Rosslauer Schiffswerft, for example, hired two permanent employees of the Deutsche Schifffahrts- und Umschlagsbetriebs-Gesellschaft (German Shipping and Transshipment Operating Company) (DSU) at Wallwitzhafen and Aken on the Elbe River for acceptance inspections, and this proved very successful. The DSU is an old firm which formerly surveyed repairs to inland vessels and also made acceptance inspections in compliance with the directions of Germanischer Lloyd. It is said that the DSU will be incorporated in the DSKG.
5. The Soviet control commissions in the shipyards are hesitant to recognize the DSKG and some of them even insist on acceptance by Germanischer Lloyd. Therefore, a number of Germanischer Lloyd agents are still working with the Neptun Shipyard in Rostock, although this is against the law.
6. In the other shipyards, the new ships, if they have been built for export or

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CENTRAL INTELLIGENCE AGENCY

-2-

50X1-HUM

on reparations account, are taken over by a control commission of the Soviet Sea-Register after they have been accepted by the DSKG.

7. The newly-built vessels for the Soviet Zone of Germany are accepted by the DSKG in compliance with the directions of Germanischer Lloyd. This procedure was established because Germanischer Lloyd is recognized internationally and the DSKG is not. The Germanischer Lloyd knows of cases where vessels passed by the DSKG were refused assistance and were not entrusted with return freight in Danish or Swedish territorial waters and harbors. Swedish tankers, for instance, refuse to deliver fuel oil to these vessels.

8. As a result of the shortage of personnel in the DSKG and insufficient training of the inspectors, some shipyards suffered delays of delivery dates. These delays have caused some companies, including the Rosslau Shipyard and the Thaelmann Shipyard in Brandenburg, to file complaints with the Government about this situation.

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